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Attachments: 2 maps

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SUPPLEMENT TO
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1. Staaken (Z65), 18 August 1948

a. The following aircraft were observed outside Staaken hangars: 2 transports; 8 single-engine, two-seater trainers; 2 twin-engine planes. During the observation period, all the single-engine planes were engaged in training exercises which were limited to circling the field.

b. The field's grass surface, two concrete runways, and asphalt approach strips are all in excellent condition.

c. The large gasoline dump, north of the field, consists of four large tanks buried three-fourths underground. There is a rail connection between the dump and the Spandau-Mustermark rail line. The dump is guarded.

d. Four of the five remaining hangars are being used. Hangar 3 (See attached map) houses field offices, radio and weather installations, and control tower. West of the field is a mobile radio station consisting of a radio truck on blocks and a small shack. Next to the radio station is a single searchlight.

e. Staaken is now utilized solely for training purposes, but is a potentially important field. Its strips can accommodate all aircraft types, including jets.

2. Kyritz (Z19), 3 August 1948

a. The Kyritz airfield, lying approximately three kilometers SSE of the town and near Heinrichsfelde, is not occupied.

b. Most of the field surface has been ploughed up except for an area of approximately 250 x 500 meters in front of the wooden hangar. This section is covered with weeds and could not be used for landings in its present state. The field, however, could be reactivated with little effort. Soviet Air Force units earlier based at this field moved to Perleberg in the spring of 1947.

c. Kyritz itself contains komendatura and military hospital installations, but there are no occupation troops there.

Map Attachments: 1. Staaken airfield. 2. Kyritz airfield.

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